[2nd August 1932

The remaining relief in the Municipality was distributed through the Chairman.

Although numerous petitions for assistance were received, relief was distributed only in cases verified by actual investigation. I consider that help has been given where it was really essential and that it was undesirable to attempt to do any more than this from charitable funds.

APPENDIX III.

[Vide answer to question No. 26 asked by Mr. A. Ranganatha Mudaliyar at the meeting of the Legislative Council held on the 2nd August 1932, page 33 supra.]

Statement showing the works for the employment of unskilled labourers in Bellary district during the second fortnight of May 1932.

I. *Road works—*

1. Laying out a road from Kurugodu to Emmiganuru.
2. Repairing the road from Kolur to Kurugodu.
3. Repairs to Bellary-Siruguppa road.
4. Laying out a road from Bellary to Talur—2 camps.
5. Completion of the road from Moka to Gulyam.
6. Repairing the road from the Goschen Bridge to the 20th mile, Bellary-Kurnool road—2 camps.
7. Laying out a road from Bellary to Siddamanahalli.
8. Laying out a road from Bevinahal railway station to Chintakunta.
9. Laying out a road from Yerur to Bantanahal railway station.
10. Repairs to the road from Bellary to Kudatini.

II. *Water-supply works—*

1. Three works at Chintakunta.
2. One work at Kokkarachedu.
3. One work at Sirugapuram.
4. One work at Bevinahal.
5. One work at Seedarahalu.
6. Two works at Gummanuru.
7. One work at Bantanahalu.

List of test works started in Bellary.

1. Road from Kolagal to Siddamanahalli.
2. Completion of road from Korlagundi to Talur, 1½ miles beyond Uluru.
3. Extension of road from Gulyam to Moka beyond Moka to Rupanagudi.
4. Extension of the Goschen Bridge-Madehal road to Alur *via* Hattibelegal.
5. Completion of the road from Chintakunta to Bevinahal railway station and of the Yerur-Bantanahal Railway station road.
6. Bellary-Siddaragadda road.
7. Yemmiganur-Kampli road.

APPENDIX III-A.

[Vide answer to question No. 32 asked by Mr. A. Ranganatha Mudaliyar at the meeting of the Legislative Council held on the 2nd August 1932, page 37 supra.]

Copy of letter from the Chairman, Municipal Council, Nandyal, G.O. No. 169/32, dated the 22nd July 1932.

The land alluded to was acquired at the cost of the Municipal fund in the year 1905.

The land was divided into 145 plots. They were brought to sale in the year 1924. One hundred and twelve plots were sold and the remaining 33 were left unsold for want of bidders. The sale fetched a sum of Rs. 30,625. Immediately after the sale, some purchasers filed a suit in the local District Munsif's Court questioning the right of the Municipality to sell the sites instead of assigning them free of cost. The matter was under protracted litigation. In consequence the Council was unable to realize the purchase money. In 1927, it had to file suits and obtain decrees for the recovery of the purchase money. Some of the decree amounts have been realized. Other decrees are still pending execution. The collections in each of the years from 1924–25 to 1931–32 are given below:—

	RS.	A.	P.
1924–25	1,361	4	0
1925–26	3,285	0	0
1926–27	...		
1927–28	1,032	8	0
1928–29	...		
1929–30	...		
1930–31	2,115	0	0
1931–32	5,758	1	0
	13,551	13	0

A sum of Rs. 2,465 was written off being irrecoverable. There still remains a balance of Rs. 14,886–2–0 to be realized.

APPENDIX IV.

[Vide answer to question No. 33 asked by Mr. A. B. Shetty at the meeting of the Legislative Council held on the 2nd August 1932, page 37 supra.]

Memorandum to the Chief Minister, the Government of Madras, presented at Madras on 21st March 1932 by Sir Alexander McDougall, Mr. G. L. Orchard, Mr. T. T. Krishnamachari, Lieut.-Col. C. H. Brock, Mr. W. W. Ladden, Major F. Church and Mr. J. N. Peyton representing Indian Roads and Transport Development Association, Ltd., the Madras Chamber of Commerce, the Southern India Chamber of Commerce, the United Planters' Association of Southern India, the Madras Trades Association, the Automobile Association of Southern India, and the Madras Motor Vehicles and Allied Merchants Association.

MOTOR TRANSPORT AND TAXATION.

Taxation on the motor transport industry is now higher in India than in any other part of the world, and it is higher in the Madras Presidency than in other parts of India. The extent of this taxation is not often realized and details will, therefore, be of interest.

CENTRAL GOVERNMENT TAXES.

Cars, Lorris and Bus Chassis.—Import duty is now 37½ per cent *ad valorem* on private cars and 25 per cent on lorries and bus chassis.

Petrol.—The Import duty and Excise was increased by a further 2 annas per gallon last October and has now reached the astonishing total of 10 annas per gallon. On the current price for petrol, the levy is in excess of 100 per cent *ad valorem.* In Madras City the selling rate *ex* pump is Rs. 1–5–0 per gallon, calculated as follows:—

	RS. A. P.	
Net rate	0 9 0	per gallon.
Retailer's commission ...	0 2 0	,,
Government tax ...	0 10 0	,,
	1 5 0	,,

so that the price to the public is nearly 50 per cent tax.

Motor Oils.—The Import duty is now two annas one pie per gallon.

Tyres.—The Import duty is now 25 per cent *ad valorem.*

Accessories.—The Import duty varies from 25 per cent to 37½ per cent.